07-LA-405, PM 11.7
Program Code: HB4N (201.321)
07870 – 28850K
(Project ID: 0700021105)
July, 2011

**Project Study Report**

**To**

**Request Programming in the 2012/13 SHOPP and for Capital Support**

On Route **LA-405 (San Diego Freeway)**
**On the northbound direction at Carson Commercial Vehicle Enforcement Facility (CVEF), adjacent to Del Amo Blvd OC**

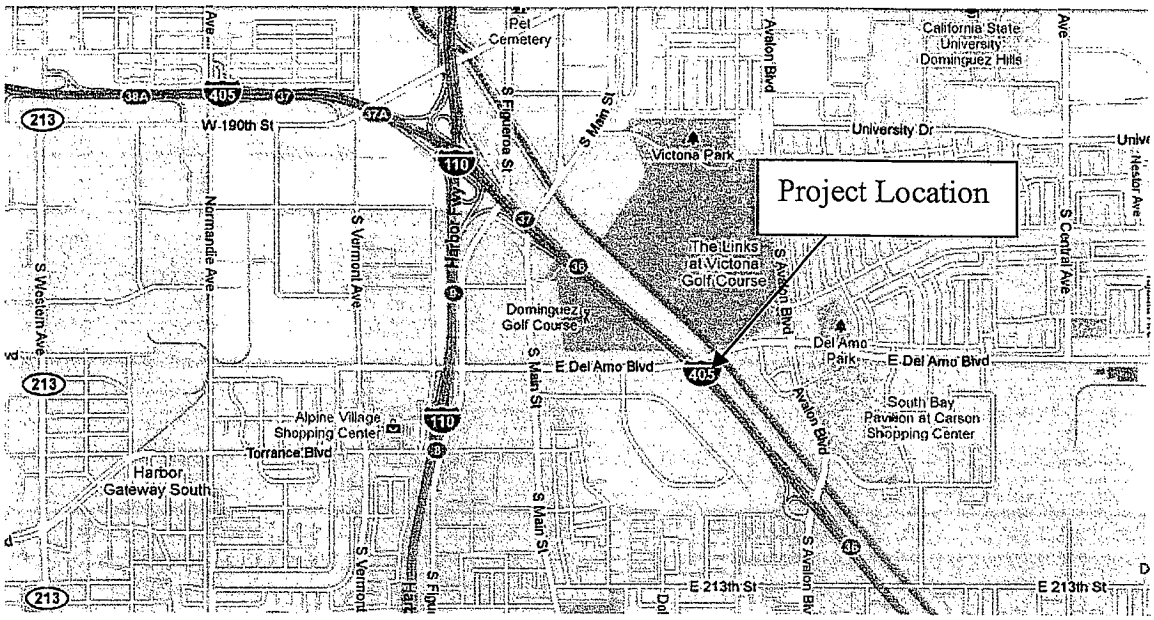
*I have reviewed the right of way information contained in this Project Study Report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:*

Andrew Nierenberg
*DISTRICT DIVISION CHIEF- RIGHT OF WAY*

APPROVAL RECOMMENDED: Hany Messiha
Hany Messiha
*PROJECT MANAGER*

CONCURRED: _____ 7/25/11
William H. Reagan *DATE*
*DEPUTY DISTRICT DIRECTOR*

APPROVED: _____ 7/26/11
Michael Miles *DATE*
*DISTRICT DIRECTOR*




On Route **LA-405 (San Diego Freeway)**

**On the northbound direction at Carson Commercial Vehicle Enforcement Facility (CVEF) adjacent to Del Amo Blvd OC**

This Project Study Report has been prepared under the direction of the following registered engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Suliasti Sutanto

*REGISTERED CIVIL ENGINEER*

7/25/11

*DATE*

## Table of Contents

# 1. INTRODUCTION

Brief Description

For several decades Caltrans focused on capital intensive solutions to transportation problems. Caltrans, cognizant of the need to stay abreast of leading-edge technologies and more efficient ways to meeting transportation needs has moved forward with strategies to achieve transportation goals through the application of technologies which add value and efficiency to the existing transportation systems. This report focuses on the project to address truck traffic related problems associated with truck weight, truck safety, and preserving Homeland Security at Carson Commercial Vehicle Enforcement Facility (CVEF). This project proposes to rehabilitate and upgrade the existing CVEF on northbound 405 Freeway in the City of Carson, in Los Angeles County, adjacent to Del Amo Blvd Overcrossing (OC). The location map and vicinity map is provided in Attachment No. 1.

The project is classified as a Category 5 Project as described in the Project Development Procedure Manual (PDPM). The total estimated construction cost is $ 3,924,000 in Year 2011 dollars. This proposed project will be programmed in State Highway Operation Protection (SHOPP) and funded from reservation funds for the truck inspection facility and Weigh-In-Motion (WIM) Improvement Projects (321 Program) in 2012/13 Fiscal Year.

See the Cost Estimate for specific work items included in this project.

| | |
|---|---|
| **Project Limits** Dist., Co., Rte., PM | 07-LA-405, PM 11.7 |
| **Capital Costs:** | $3,924,000 |
| **Right of Way Costs:** | 0 |
| **Funding Source:** | HB4N (201.321) |
| **Number of Alternatives:** | 2 |
| **Alternative Recommended for Funding** | Alternative 2 (Build) |
| **Type of Facility (conventional, expressway, freeway):** | Freeway |
| **Number of Structures:** | 1 |
| **Environmental Determination/Document** | CE |
| **Legal Description** | Rehabilitate and upgrade an existing Commercial Vehicle Enforcement Facility (CVEF) |

# 2. BACKGROUND

## 2A. PROJECT HISTORY

The California Highway Patrol, Carson Commercial Vehicle Enforcement Facility (CVEF) was constructed in 1962. The facilities were last fully operational in the year 2000, allowing CHP to direct over 250,000 trucks through the facilities on both directions. In August of 2001, the CVEF of both directions were temporarily closed for the purpose of building the Del Amo Boulevard OC. During that time the northbound facility was destroyed in a major traffic collision, as a result of that the weigh scale became non operational, but CHP has since been continuously using the facilities to sign off citations received by the truck operators due to various violations. . On June 16, 2010, an assessment of the Carson Commercial Vehicle Enforcement Facilities were conducted jointly by Caltrans and CHP in order to determine what improvements and repairs were required in order to ensure the facilities would be operational. The proposed rehabilitation and upgrading for this project are summarized in Section 7A.2 – Preferred Alternative.

## 2B. EXISTING FACILITY

The CVEFs were the primary commercial vehicle inspection site within the greater Los Angeles harbor region and provided service to thousands of regulated motor carriers and non-regulated carriers from the region. The facilities are also located at a strategic point of entry into the state servicing carriers traversing from the Ports of Los Angeles and Long Beach. Without the inspection facilities, these carriers do not have a nearby feasible location to handle inspections, citation sign-offs or re-inspections. The nearest commercial inspection facilities are the Castaic Inspection Facility located on Interstate 5, and the Peralta Platform Scales located on State Route 91, both of which are approximately 30 miles away.

Additionally, the facility is required to ensure the safety of the motoring public by vigilant inspection and regulation of specific loads and commodities, particularly from Long Beach seaport, and also to conduct other inspections like, enforcement of commercial hours of service, and driving under the influence laws.

## 3. PURPOSE AND NEED STATEMENT

### Need

The California Highway Patrol, Carson Commercial Vehicle Enforcement Facility (N/B) is currently not fully operational. The truck weigh scale, the key enforcement component of this type of facility, has been temporarily closed since August 2001 because it was destroyed in a major traffic collision. Rehabilitation and upgrading is therefore necessary in order to ensure the facility would be operational efficiently to meet present safety challenges.

### Purpose:

In general, the proposed improvements and upgrading for the N/B Carson Commercial Vehicle Enforcement facility will ensure that the facility would be operational again with proper efficiency. The proposed rehabilitation and upgrading would also increase the efficiency of the vehicle inspection facility, and provide a proper workplace for the on-duty CHP personnel.

## 4. DEFICIENCIES

The key enforcement operation, truck weigh measurement, of this N/B Carson CVEF was closed in August 2001 because it was destroyed during that time due to a traffic accident. In addition, the existing CHP facility which is now housed in a trailer has many non standard features and requires extensive repair and modification in order to be brought to a reasonable functional facility. The existing truck scale access lanes and parking lots need to be replaced.

In order to ensure the facility would be fully operational and more efficient, the following rehabilitation and upgrading needs have been identified: (i) construction of a new Commercial Vehicle Inspection Booth to accommodate both the truck driver processing and the CHP support staff of three (ii) replace old static scale with a new full 80' static truck weigh scale (iii) install Weigh-in-motion (WIM) system (iv) install Digital Signs, (v) procure Adaptable Radiation Area Monitor (ARAM), (vi) install Digital Video Traffic/ Security Monitor System, (vii) replace concrete pavement for facility access road and weighing scale lane,(viii) remove existing asphalt parking lot and replace with concrete, signing striping, and (ix) remove existing inspection trailer.

Furthermore, most of the electronic and electrical equipment used in the station need to be replaced with ones of modern technologies in order to effectively improve the station's performance. These include repair/replace traffic control lights in lanes, repair/replace turn-able message signs, LAN based computer/ with printer, repair Public Address (PA) system, digital video traffic/ security monitor system, repair/replace exterior lighting, height measuring meter, length sensor, digital weight display/ printer, overweight alarm, loop counter, install compressed air system.

The CVEF when operational, there was an existing single platform static scale without a Weigh-in-Motion (WIM) system. The static scale configuration required all trucks to enter the station when it was open. Also, the single platform static scale required all trucks to be weighed multiple times to get all the axles weighed for each truck. This is a time consuming process and is too

slow for the volume of trucks weighed. Truck scale may cause traffic congestion on the mainline freeways when trucks queue line extends beyond the designated truck scale station access lane approach point to freeway mainlines. In order to avoid/minimize this situation a WIM should be installed to allow trucks to be weighed at freeway speeds avoiding a static scale stop if their weight (or weight distribution) is below allowable limits. In addition, the necessary detection camera and CMS signs should be installed to enable CHP to monitor the truck queue line in access lanes and prevent the situation of trucks queuing up beyond the CVIF designated access lanes.

## 5. CORRIDOR AND SYSTEM COORDINATION

Overall, the proposed project is consistent with all the known planned and programmed projects within the study limits.

## 6. ALTERNATIVES

### 6A. VIABLE ALTERNATIVES

*1.* **No-Build Alternative**

This no-build option will not modify the existing facility, and the facility will not be able to operate properly in the future.

This alternative is inconsistent with the Department's overall objective of continuously improving the safety and operations of the State Highway System.

*2.* **Preferred Alternative:**

It is recommended that in order to establish a properly functional inspection facility at the N/B Carson Commercial Vehicle Enforcement Facility, the Preferred Alternative of rehabilitation and upgrade the inspection facility as mentioned above, be approved and allowed to proceed to the Project Approval & Environmental Documentation (PA&ED) phase. The proposed improvement and upgrading for this Preferred Alternative is provided in this section below and in Attachment No. 2.

The following work scope has been included:

1. Remove and repave truck scale access lanes with concrete.
2. Remove asphalt concrete surfacing of parking lot and replace with concrete.
3. Mark inspection lanes and parking.
4. Remove existing trailer which are now being used for CHP functional facility.
5. Construct 1000 SFT new prefabricated MIS/ LAN/ ASPEN capable Commercial Vehicle Inspection Station (CVIS) Booth to accommodate both the truck driver processing and the CHP support staff of three.
6. LAN based computer/ with printer
7. Public telephone and drinking fountain.
8. Repair/ replace traffic control lights in lanes.
9. Repair Public Address system.

10. Repair/ replace digital changeable message signs at scale.
11. Repair/ replace compound safety lighting.
12. Digital video traffic/ security monitor system.
13. Replace current static scale w/ full 80' scale.
14. Digital weight display/ printer.
15. Overweight alarm.
16. Height measuring meter.
17. Length sensor.
18. Install Adaptable Radiation Area Monitor (ARAM)
19. Loop counter.
20. Weigh-in-motion (WIM) system to allow trucks to be weighed at freeway speeds avoiding a static scale stop if their weight (or weight distribution) is below allowable limits.
21. Truck queue line detection camera.
22. Digital changeable message sign ahead of access lane for directing oncoming drivers by CHP before reaching at access lane entry point.
23. Install compressed air system.
24. Landscaping.

The construction cost is estimated at $3,924,000 in Year 2011 dollars. Details of the preliminary cost estimate are provided in Attachment No. 3.

## 6B. REJECTED ALTERNATIVES

No other alternative has been considered for evaluation.

## 7. COMMUNITY DEVELOPMENT

N/A

## 8. ENVIRONMENTAL DETERMINATION/DOCUMENT

This project is categorically exempt under Class 1 of State of California Environmental Quality Act (CEQA) guidelines. Preliminary Environmental Analysis Report (PEAR) is included as Attachment No. 8.

There is a potential for hazardous waste contamination related to demolition of the roof and building of the existing trailer, which is now being used as CHP work. Another potential for hazardous waste contamination is due to the removal of the existing thermoplastic yellow striping. A hazardous waste assessment is therefore required.

A Preliminary Hazardous Waste Clearance is included as Attachment No. 4. Due to the accelerated schedule, the Phase II Hazardous Waste Investigation for the roof and the building materials is scheduled to be performed during the PS&E phase.

## 9. OTHER CONSIDERATIONS AS APPROPRIATE

### 9A. Transportation Management Plan for use during Construction

The truck weigh scaling operation of the N/B Carson CVEF is currently closed (non-operated). The current number of traffic lanes on N/B Route 405 will be maintained for most of the project duration and no significant delays related to the proposed project are anticipated.

Multiple stages of construction are not anticipated. A Transportation Management Plan (TMP) is provided in Attachment No. 6.

### 9B. STORM WATER

The proposed project is within the Dominguez Channel Estuary (unlined portion below Vermont Ave.) Hydrologic Area described in HSA 411.01. The total disturbed soil area (DSA) = 0.52 acres. This project is not considered to be a new facility or a major reconstruction. The water quality impacts resulting from construction will be minimized with the implementation of a Water Pollution Control Program (WPCP).

The Dominguez Channel Estuary (unlined portion below Vermont Ave) is on the 303 (d) listed water bodies. There is no Caltrans high risk area is found within the project limits. The 401/404 certification is not required for this project and no aerially deposited lead (ADL) soil is expected to be reused within the project limit.

The Storm Water Data Report (SWDR) is provided in Attachment No. 7.

## 10. FUNDING

### 10A. CAPITAL COST

**Capital Cost Estimate**

The project is classified as a Category 5 Project as described in the Project Development Procedure Manual (PDPM). The total construction cost is estimated at $3,924,000 in Year 2011 dollars. With an escalation factor of 5% per year, the estimated project cost in the proposed program year will be approximately $4,120,000.

**Funding Source:**

This proposed project will be programmed in State Highway Operation Protection Program (SHOPP) and funded from reservation funds for the truck inspection facility and Weigh-In-Motion (WIM) Improvement Projects (321 Program) in 2012/13 Fiscal Year.

| Fiscal Year | Right of Way Capital | Construction Capital |
|---|---|---|
| 2011 | $ 0.0 | $ 3,924,000.00 |

### 10B. Capital Support Estimates for Caltrans Personnel

| | 0 Phase | | 1 Phase | | 2 Phase | | 3 Phase | | |
|---|---|---|---|---|---|---|---|---|---|
| | Dist | DES | Dist | DES | Dist | DES | Dist | DES | |
| Estimated PY's | 0.26 | 0.15 | 2.3 | 2.50 | 0.0 | 0.0 | 0.70 | 0.30 | 6.21 |
| | | | | | | | | | |
| Estimated PS $'s | 44,200 | 25,500 | 391,000 | 425,000 | 0.0 | 0.0 | 119,000 | 18,000 | 1,184,700 |
| Total $'s | 44,200 | 25,500 | 391,000 | 425,000 | 0.0 | 0.0 | 119,000 | 180,00 | 1,184,700 |

## 11. SCHEDULE

| HQ Milestones | Delivery Date (Month, Day, Year) |
|---|---|
| Begin Environmental | N/A |
| Notice of Intent (NOI) | N/A |
| Circulate DED | NA |
| PA & ED | 09/15/2011 |
| Regular Right of Way | N/A |
| Project PS&E | 12/28/2012 |
| Right of Way Certification | 10/22/2012 |
| Ready to List | 03/13/2013 |
| Approve Contract | 06/19/2013 |
| Contract Acceptance | 03/28/2014 |
| End Project | 03/27/2014 |

## 12. FHWA COORDINATION

This is a rehabilitation project of a truck inspection facility and is anticipated to be a "Delegated Project" under current FHWA-Caltrans Stewardship Agreement. Project administration is to be carried out according to the Project Responsibilities List as stated in Appendix B of the Agreement. Project coordination with FHWA will be continued and finalized in the next phase.

## 13. PROJECT PERSONNEL CONTACTS

**Caltrans District 7**

| | |
|---|---|
| Hany Messiha<br>Project Manager | (213) 897-2311<br>hany_messiha@dot.ca.gov |
| Rashid "Ray" Baghshomali<br>Truck Services Manager | (213) 897-3400<br>ray_baghshomali@dot.ca.gov |
| Mohammed Chowdhury<br>Design Manager | (213) 897-0730<br>mohammed_chowdhury@dot.ca.gov |
| Suliasti Sutanto<br>Transportation Engineer | (213) 897-4295<br>suliasti_sutanto@dot.ca.gov |
| Anthony Baquiran<br>Environmental Planner | (213) 897-0674<br>anthony_baquiran@dot.ca.gov |

**Caltrans Headquarter**

| | |
|---|---|
| Doug Lowe<br>Senior Architect | (916) 227-8290<br>doug_lowe@dot.ca.gov |
| Tom Hatam<br>Electrical, Mechanical, Water & Wastewater | (916) 227-8351<br>tom_hatam@dot.ca.gov |
| Mark Cheap<br>DES Design Manager | (916) 227-8535<br>mark_cheap@dot.ca.gov |
| Cyrus Hui<br>Project Funding | (916) 654-6914<br>cyrus_hui@dot.ca.gov |

**California Highway Patrol**

| | |
|---|---|
| Janice Mulanix<br>Assistant Chief<br>Enforcement and Planning Division<br>Department of California Highway Patrol<br>Southern Division | (916) 843-3327 |

## 14. PROJECT REVIEWS

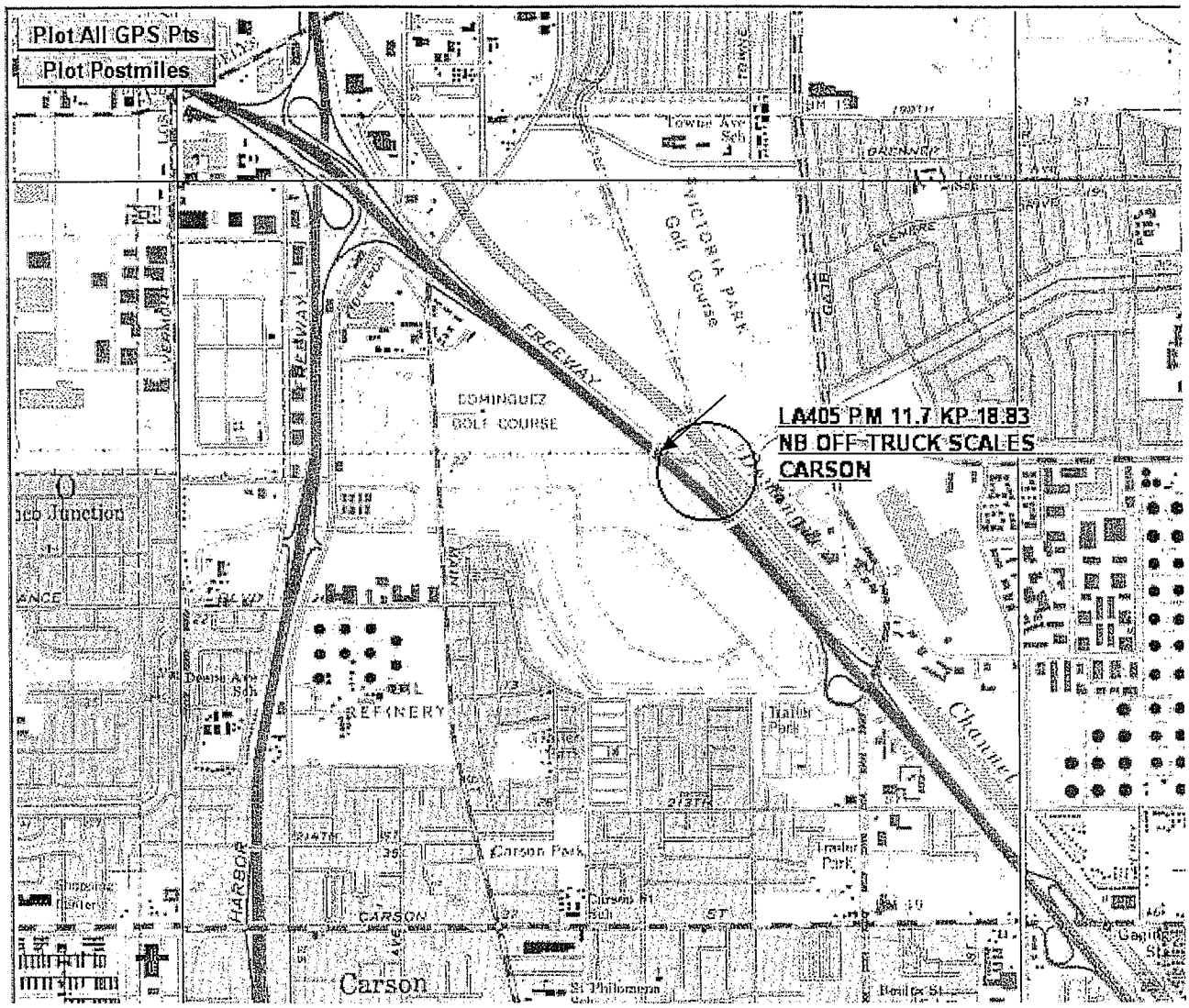
This report and the improvement plans have undergone several reviews by Caltrans Headquarters and District 7 personnel. For field reviews, Rashid "Ray" Baghshomali, District Truck Services Manager, was the District Coordinator and Doug Lowe, Senior Architect, was the HQ Liaison/Coordinator.

## 15. ATTACHMENTS:

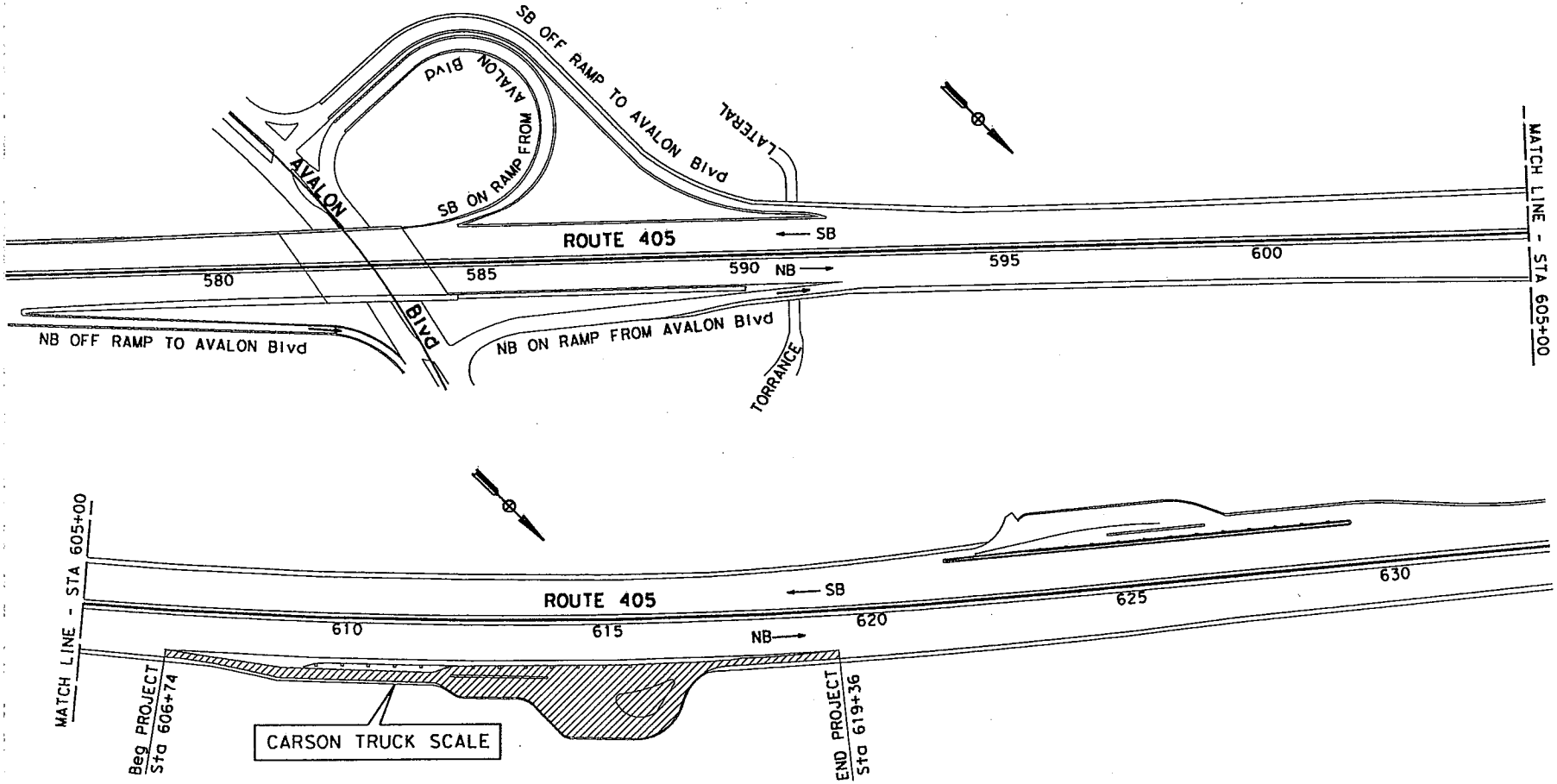
| | |
|---|---|
| **Attachment No. 1.** | Project Location Map and Vicinity Map |
| **Attachment No. 2.** | Proposed Improvements (Preliminary Layout Plans) |
| **Attachment No. 3.** | Cost Estimates |
| **Attachment No. 4.** | Preliminary Hazardous Waste Clearance |
| **Attachment No. 5.** | Right-of-Way Data Sheet |
| **Attachment No. 6.** | Transportation Management Plan (TMP) |
| **Attachment No. 7.** | Storm Water Data Report (SWDR) |
| **Attachment No. 8.** | Preliminary Environmental Analysis Report (PEAR) |

# Attachment No. 1
# Project Location Map and Vicinity Map

07-LA-405 PM 11.7
EA: 07870-28850K
(Project ID: 0700021105)



# VICINITY MAP




28850K_VicinityMap.dgn 5/10/2011 8:39:17 AM

# Attachment No. 2
# Proposed Improvements (Preliminary Layout Plans)

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 07 | LA | 405 | 11.7 | | |

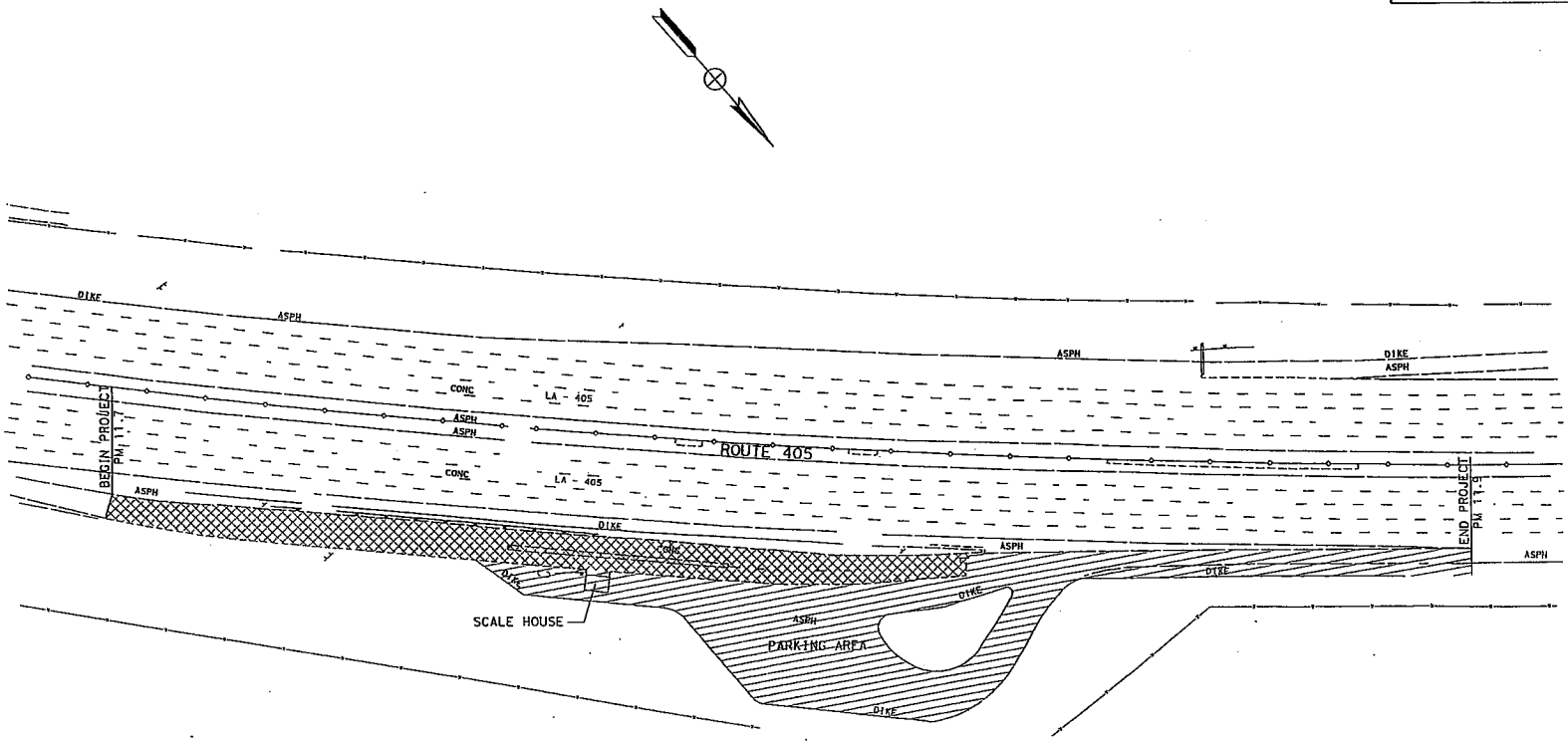
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

| REVISED BY | CALCULATED-DESIGNED BY | FUNCTIONAL SUPERVISOR | STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION |
|---|---|---|---|
| SULIASTI SUTANTO | | MOHAMMED CHOWDHURY | TRAFFIC DESIGN |
| DATE REVISED | CHECKED BY | | Caltrans |




LEGEND:

REPLACE EXIST PCC WITH JPCP (JOINTED PLAIN CONCRETE PAVEMENT)

REPLACE EXIST AC WITH JPCP

## LAYOUT

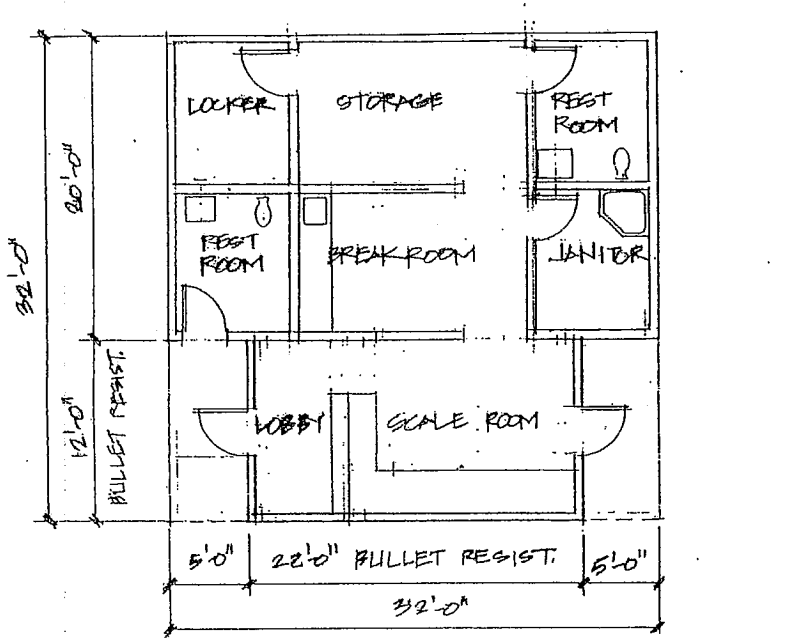
SCALE 1" = 50'

L-1

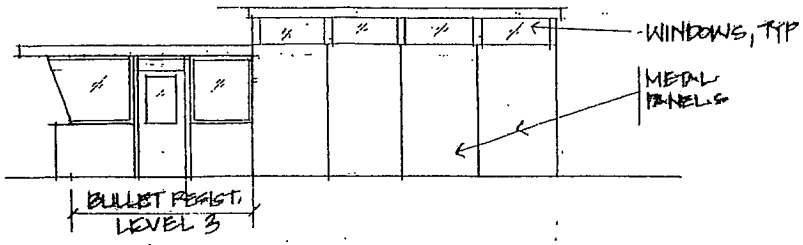
LAST REVISION 00-00-00 | DATE PLOTTED => 25-JUL-2011 | TIME PLOTTED => 07:38

BORDER LAST REVISED 7/2/2010 | USERNAME => s116044 | DGN FILE => 728950aa001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2124 | PROJECT NUMBER & PHASE 0700021105

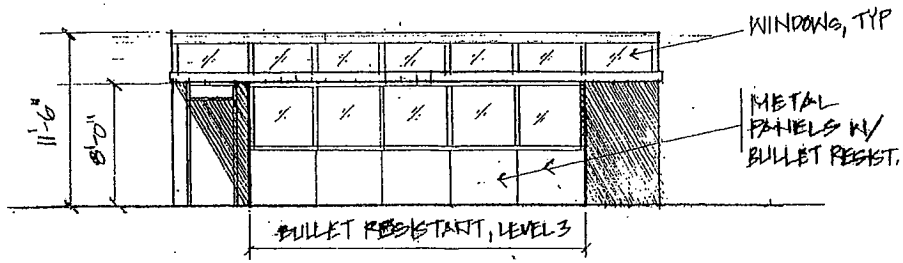
07-LA-405 PM 11.7/11.9
07870-28850K
(PROJECT ID: 0700021105)
HB4N (201.321)




FLOOR PLAN
1/8" = 1'-0"




SOUTH ELEVATION (NORTH SIMILAR)
1/8" = 1'-0"




WEST ELEVATION
1/8" = 1'-0"

# Carson Weigh Station

Schematic Design

9/9/10

# Attachment No. 3
# Cost Estimates

# Carson Commercial Vehicle Enforcement Facility (CVEF)
## Cost Estimate

| | |
|---|---|
| Dist-Co-Rte | 07-LA-405 |
| PM | 11.7 |
| EA | 07870-28850K |
| Project ID | 700021105 |
| Program Code | HB4N (201.321) |

**Project Description:**

Limits Northbound Route 405, about 0.5 miles North of Avalon Blvd UC, PM 11.7

**Proposed Improvement (Scope):**
Upgrade the inspection facility and replace the damaged pavement

Alternative Preferred

**Summary of Project Estimate**

| | | |
|---|---|---|
| Total Roadway Items | | $ 2,878,485 |
| Total Structure Items | | $ 1,045,000 |
| | Subtotal Construction Costs | $ 3,923,485 |
| Total Right of Way Items | | $ 0 |
| | Total Project Capital Outlay Costs | $ 3,923,485 |
| | **USE** | $ 3,924,000 |

**Reviewed by Program Manager** Signature _____ Date _____

**Approved by Project Manager** Signature _____ Date _____

| | |
|---|---|
| Dist-Co-Rte | 07-LA-405 |
| PM | 11.7 |
| EA | 07870-28850K |
| Project ID | 700021105 |
| Program Code | HB4N (201.321) |

1. ROADWAY ITEMS

| Section 1 Earthwork | Quantity | Unit | Unit Price | Unit Cost | Section Cost |
|---|---|---|---|---|---|
| | | | Subtotal Earthwork | | $ 0 |
| **Section 2 Pavement Structural Section** | | | | | |
| Jointed Plain Concrete Pavement | 3050 | CY | $ 200 | 610,000 | |
| Lean Concrete Base | 1380 | CY | $ 140 | 193,200 | |
| | | | Subtotal Pavement Structural Section | | $ 803,200 |
| **Section 3 Drainage** | | | | | |
| Drainage | 1 | LS | $ 190,000 | $ 190,000 | |
| | | | Subtotal Drainage | | $ 190,000 |
| **Section 4 Structure Items** | | | | | |
| Weigh Station Building | 1 | LS | $ 555,000 | $ 555,000 | |
| | | | Subtotal Specialty Items | | $ 555,000 |
| **Section 5 Traffic/Electrical/Other Items** | | | | | |
| Electrical Items | 1 | LS | $ 123,285 | $ 123,285 | |
| Weigh Station Message Sign (WSMS) | 1 | LS | $ 150,000 | $ 150,000 | |
| Water Pollution Control | 1 | LS | $ 52,000 | $ 52,000 | |
| Transportation Management Plan | 1 | LS | $ 17,000 | $ 17,000 | |
| Traffic Striping & Pavement Markers | 1 | LS | $ 10,000 | $ 10,000 | |
| Construction Area Signs | 1 | LS | $ 3,000 | $ 3,000 | |
| Traffic Control System | 1 | LS | $ 10,000 | $ 10,000 | |
| Hazardous Waste Mitigation | 1 | LS | $ 25,000 | $ 25,000 | |
| Resident Engineer Office | 1 | LS | $ 45,000 | $ 45,000 | |
| | | | Subtotal Traffic Items | | $ 390,285 |
| | | | TOTAL SECTIONS 1 thru 5 | | $ 1,938,485 |

# Attachment No. 4
# Preliminary Hazardous Waste Clearance

State of California Business, Transportation and Housing Agency

# Memorandum

*Flex your power!*
*Be energy efficient!*

To: Mohammed Chowdhury, STE
Office of Traffic Design

Attn: Suliasti Sutanto, P.E.
Project Engineer

Date: May 24, 2011

File: 07-LA-405 PM
11.7/11.9
Rehabilitate Commercial
Vehicle Enforcement
Facility

PN: 1846-0700021105-K
EA: 07-333-28850K

From: **DEPARTMENT OF TRANSPORTATION**
**OEECS – HAZARDOUS WASTE BRANCH, SOUTH REGION, MS 16**

Subject: *Updated Preliminary Hazardous Waste Assessment for Project Study Report/ Project Report (PSR/PR)*

The Office of Environmental Engineering and Corridor Studies (OEECS) is issuing this Updated Hazardous Waste Assessment on the proposed Project Study Report-Project Report (PSR-PR) for rehabilitating a Commercial Vehicle Enforcement Facility (Truck Scale Weight Station) on northbound 405, PM 11.7/11/9, adjacent to Del Amo Blvd OC, Carson, Los Angeles County. The updated assessment is based on information related to landfill waste in the proximity of the proposed project site.

The scope of the project is to: 1) construct a new 36'x36' Commercial Vehicle Inspection Booth; 2) install a new static truck weight scale; 3) install digital signs; 4) procure Adaptable Radiation Area Monitor (ARAM); 5) install Weight-in-Motion (WIM) System; 6) install Digital Video Traffic/ Security Monitor System; 7) replace concrete pavement for facility access road and weighing scale lane; 8) remove existing asphalt parking lot and replace with concrete, signing, and striping; and 9) remove existing inspection trailer. Based on email (dated 5/23/11) from Suliasti Sutano, Project Engineer, estimated excavation will be approximately 36' X 40' X 3' deep for proposed design.

Based on OEECS' evaluation of the current scope of work, the following project specific hazardous wastes of concerns are assessed as follow:

EXISTING YELLOW/WHITE TRAFFIC STRIPE & PAVEMENT MARKING:

The existing yellow lead-based paint and/or thermoplastic traffic stripping and pavement marking will be disturbed/removed during construction. Yellow paint used prior to 1999 in District 1 and prior to 1997 in all other districts contain high concentrations of lead and chromium. Residue produced from the removal of yellow thermoplastic and yellow paint contains heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and

Title 22 of the California Code of Regulations (CCR). The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic and yellow paint residue. Attention is directed to Title 8, California Code of Regulations, Section 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

Residues from the removal of the existing white or non-yellow thermoplastic traffic stripe and pavement marking residues are classified as non-hazardous waste. However, the contractor is also required to develop a lead compliance and training program for their staff prior to implementation of the removal work.

ASBESTOS AND LEAD BASED PAINT FOR BUILDING DEMOLITION WORK:

Roof and building material are scheduled for removal during construction. Removal of roofing material and old paint may generate asbestos and lead-based hazardous waste that will require special handling, transportation, and associated cost.

Any work that disturbs the existing paint system will expose workers to health hazards and will produce debris containing heavy metal in amounts that exceed the thresholds established in Titles 8 and 22 of the California Code of Regulations. All debris produced when the existing paint system is disturbed shall be contained. A project-specific Lead Compliance Plan (LCP) is required for compliance with California Code of Regulations (CCR), Title 8, Section 1532.1. A California Certified Industrial Hygienist (CIH) shall prepare the LCP and conduct the lead awareness training.

We recommend preparation of a Phase II (site investigation) Work Plan for investigation of suspect materials. The pre-demolition asbestos and lead-based paint survey shall be prepared. A Certified Asbestos Consultant and Certified Lead Inspector shall perform all asbestos and lead survey work. It is recommended that a bid cost estimate to be included in the Engineer's estimate for preparation of Lead and asbestos survey/Work Plan. The estimated cost is approximately $25,000, which may increase depending on the type of sampling and number of samples analyzed.

ENVIRONMENTAL DATABASE SEARCH AND PREVIOUS SITE INVESTIGATION:

A previous site investigation was performed on State Right-of-Way along both northbound and southbound lanes immediately north of the proposed project site. The southernmost soil boring B-1 encountered landfill debris from approximately 5 feet below ground surface (bgs) to a depth of about 21 feet bgs. Boring B-1 was estimated to be approximately 600 feet from the proposed project site.

Several landfills that operated in the 1950s and 1960s are located in close proximity to the proposed site. Caltrans purchased some of the former landfill in the 1950s to and needed to excavate unsuitable material in order to construct the 405 Freeway (see attached figure). The potential exists for encountering material associated with historical landfilling operation based on the unknown extent of the landfill material and unknown completeness of the excavation of landfill materials.

It is recommended that geotechnical/structure engineer should perform pothole to verify the below ground condition during construction (to a depth of proposed footings or excavation related to the truck weigh scale). Since the footing excavation will involve shallow excavation (3' below ground surface), it is recommended that potholing shall be performed during construction to verify/confirm if landfill debris existed at the building footing and/or project location. Appropriate funding shall be allocated in the project to mitigate landfill debris (if encounter during construction).

If you have any questions, I can be reached at steve.chan@dot.ca.gov 213-897-3646 or contact Frank Gonzales of my staff at frank.gonzales@dot.ca.gov 213-897-0936.

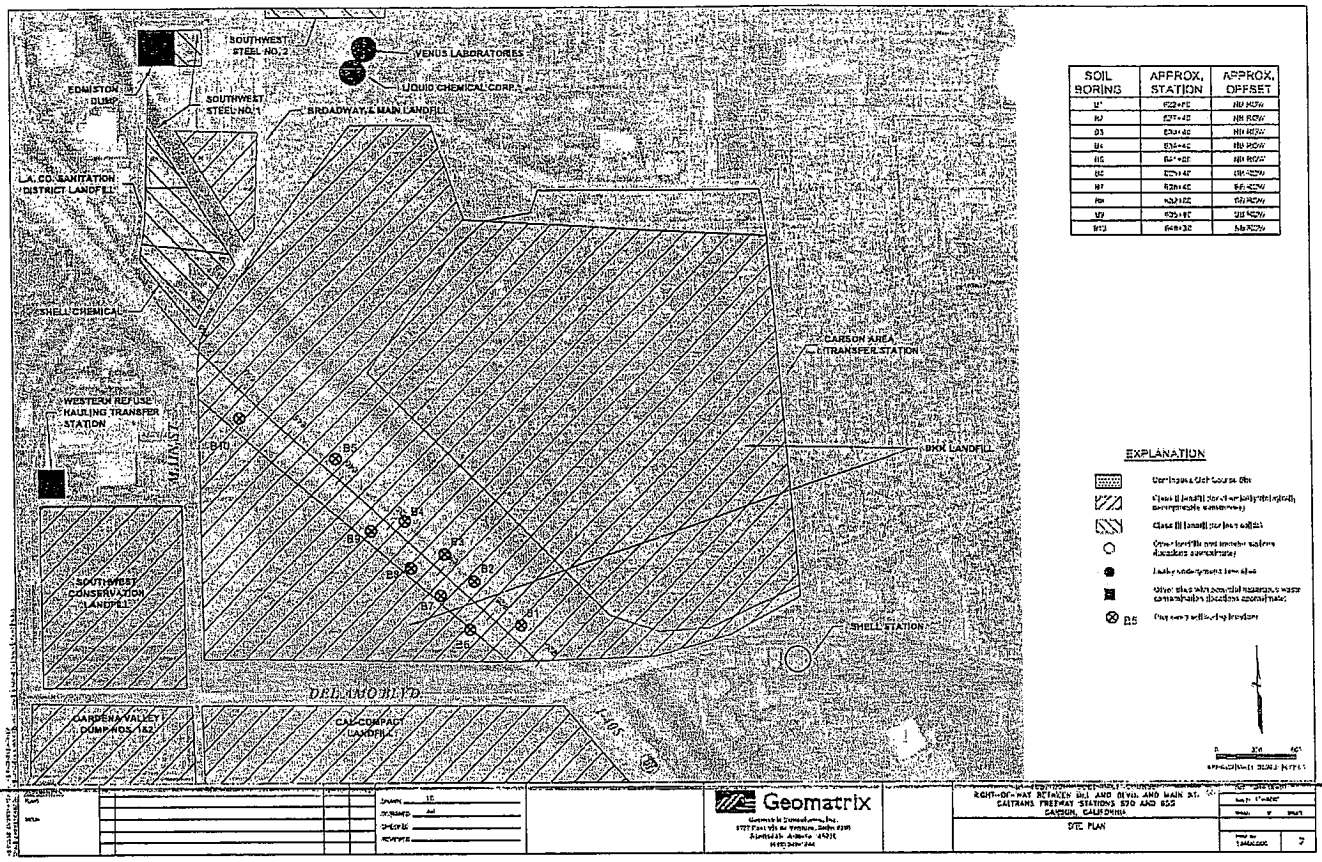
Steve Chan

Steve Chan, P.E., STE
District Hazardous Waste Coordinator, South Region
Office of Environmental Engineering and Corridor Studies

cc: File

References:

*Site Investigation Report - Responsible Party Support and Field Testing, LA-405 Dominguez Golf Course, Right of Way between Del Amo Boulevard and Main Street, Caltrans Freeway Stations 620 to 655, Carson, CA, Contract No. 07-43A0165, Task Order No. 04, prepared by Geomatrix Consultants, Inc, August 2007.*




Proposed Project Site south of Del Amo Boulevard Overpass and location of surrounding historical landfills in area

# Attachment No. 5
# Right-of-Way Data Sheet

TO Mohammed Chowdhury

ATTN Suliasti Sutanto

PHONE 213-897-0944

SENIOR R/W P&M

ROUTE 07-LA-405

PM_KM PM 11.7/11.9 (KP 18.8/19.2)

EA 28850K

ALT Project ID: 0700021105

# R/W DATA SHEET

Date of Data Sheet 5/26/2011

WBS

REVISED

UPDATED

PROJ._DESC Weigh-In-Motion (WIM) Improvement Projects (321 Program).

ID NO
1840

This cost estimate is pursuant to the following statements which are based on information provided by Mohammed Chowdhury.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios. The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

Residential displacement is not involved .

Utility facilities or Utility Right of Way are not affected.

Railroad facilities or R.R. Right of Way are not affected.

Right of Way work will be performed by Caltrans staff.

It is not known at this time if major items of Construction Contract Work is anticipated.

It is not known at this time whether there are any material borrow and/or disposal sites are required.

It is not known at this time whether there are potential relinquishments and/or abandonments.

**Time constraints precluded a detailed cost estimate.**

**The time schedule provided by the requesting party allowed for a field inspection.**

RW COST ESTIMATE

| | CURRENT VALUE | ESCALATED VALUE |
|---|---|---|
| R/ w acq.(incl.contingency G.w-condem.-adm.s'ti.)Permits | NONE | NONE |
| Clearance | NONE | NONE |
| RAP (cont rate.) | NONE | NONE |
| Escrow costs (cont rate.) | NONE | NONE |
| Utility relocation costs | NONE | NONE |
| Estimate of Reimbursed Appraisal Fee | NONE | NONE |
| Total estimated cost | NONE | NONE |

ESCALATION RATE RW .07

ESCALATION RATE Utilities 0.08

CERT.DATE 10/1/12

**According to Suliasti Sutanto, no RW is required for this job.**

ROUTE 07-LA-405
PM_KM PM 11.7/11.9 (KP
EA 28850K
ALT Project ID: 0700021105

## PARCEL COUNT

| PARCEL TYPES | DUAL APPR. |
|---|---|
| A | |
| B | |
| C | |
| D | |
| F | |
| W | |

RIGHTS NEEDED

| | |
|---|---|
| FEE | |
| EASE | |
| TCE | |

TAKES

| | |
|---|---|
| FULL | |
| PART | |
| TOTAL | |

DISPLACEMENT OF UNITS

| | |
|---|---|
| SFR | |
| MULTI | |
| BUS | |

PARCELS WITH RAP: 0

POTENTIAL CLEARANCE PARCELS:

POTENTIAL CONDEMNATION PARCELS:

POTENTIAL EXCESS PARCELS: not known at this time.

## ESTIMATE OF PY'S

APPRAISALS

| | PY | HOURS |
|---|---|---|
| A | | |
| B | | |
| C | | |
| D | | |
| F | | |
| W | | |
| Dual | | |

ACQUISITIONS

| | PY | HOURS |
|---|---|---|
| A | | |
| B | | |
| C | | |
| D | | |
| F | | |

UTILITIES

| | PY | HOURS |
|---|---|---|
| PY U4 1 | | |
| PY U4 2 | | |
| PY U4 3 | | |
| PY U4 4 | | |
| PY U5 7 | | |
| PY U5 8 | | |
| PY U5 9 | | |

RAILROAD

| | PY | HOURS |
|---|---|---|
| C & M | | |
| SC | | |
| LIC/RE | | |

CONDEMNATION

| PY | HOURS |
|---|---|
| | |

CLEARANCE

| PY | HOURS |
|---|---|
| | |

RELOCATION

| PY | HOURS |
|---|---|
| | |

PERMITS

| PY | HOURS |
|---|---|
| | |

## UTILITY INFORMATION

Are Utilities affected: no

| | Quantities | Estimated Costs | Escalated Costs |
|---|---|---|---|
| None | | | |

Are utility easements required no

No. of easements

Are Utility agreements required no

Types of Util. Facilities & agrmts. required Description

TOTAL CURRENT COST NONE

CONST. COMPLETION DATE 11/1/2013

UTILITY ESCALATION RATE 8%

ESCALATED VALUE TO UTILITY CONSTRUCTION COMPLETION DATE NONE

# Attachment No. 6
# Transportation Management Plan (TMP)

# TRANSPORTATION MANAGEMENT PLAN DATA SHEET
## (TMP Elements and Costs)

Co/Rte/PM LA-405-PM 11.7/11.9 E-FIS 0700021105 Alternative No. PSR/PR

Project Limit NB Route 405 at Del Amo Blvd. OC, in the City of Carson.

Project Description Construct a Commercial Vehicle Enforcement Facility (Truck Scale Weigh Station), install Static Truck Weigh Scale and Weigh-In-Motion (WIM) system and replace concrete pavement for facility access road.

1) Public Information

| | | |
|---|---|---|
| ☐ | a. Brochures and Mailers | $ |
| ☒ | b. Press Release | |
| ☐ | c. Paid Advertising | $ |
| ☐ | d. Public Information Center/Kiosk | $ |
| ☐ | e. Public Meeting/Speakers Bureau | |
| ☐ | f. Telephone Hotline | |
| ☒ | g. Internet | |
| ☐ | h. Others _____ | $ |

2) Motorists Information Strategies

| | | |
|---|---|---|
| ☒ | a. Changeable Message Signs (Fixed) | Use existing |
| ☐ | b. Changeable Message Signs (Portable) | $ |
| ☐ | c. Ground Mounted Signs | $ |
| ☐ | d. Highway Advisory Radio | $ |
| ☐ | e. Caltrans Highway Information Network (CHIN) | |
| ☐ | f. Others _____ | $ |

3) Incident Management

| | | |
|---|---|---|
| ☒ | a. Construction Zone Enhanced Enforcement Program (COZEEP) | $17,000 |
| ☐ | b. Freeway Service Patrol | $ |
| ☐ | c. Traffic Management Team | |
| ☐ | d. Helicopter Surveillance | $ |
| ☐ | e. Traffic Surveillance Stations (Loop Detector and CCTV) | $ |
| ☐ | f. Others _____ | $ |

4) Construction Strategies

- [x] a. Lane Closure Chart
- [ ] b. Reversible Lanes
- [ ] c. Total Freeway Mainline Closure
- [ ] d. Extended Weekend Closure
- [ ] e. Contra Flow
- [ ] f. Truck Traffic Restrictions $ _____
- [ ] g. Reduced Speed Zone _____
- [ ] h. Connector and Ramp Closures
- [ ] i. Incentive and Disincentive $ _____
- [ ] j. Moveable Barrier _____
- [ ] k. Others _____ $ _____

5) Demand Management

- [ ] a. HOV Lanes/Ramps (New or Convert) $ _____
- [ ] b. Park and Ride Lots $ _____
- [ ] c. Rideshare Incentives $ _____
- [ ] d. Variable Work Hours
- [ ] e. Telecommute
- [ ] f. Ramp Metering (Temporary Installation) $ _____
- [ ] g. Ramp Metering (Modify Existing) $ _____
- [ ] h. Others _____ $ _____

6) Alternative Route Strategies

- [ ] a. Add Capacity to Freeway Connector/Ramps $ _____
- [ ] b. Street Improvement (widening, traffic signal... etc) $ _____
- [ ] c. Traffic Control Officers $ _____
- [ ] d. Parking Restrictions
- [ ] e. Others _____ $ _____

7) Other Strategies

- [ ] a. Application of New Technology $ _____
- [ ] e. Others _____ $ _____

**TOTAL ESTIMATED COST OF TMP ELEMENTS = $17,000**

Project Notes:

4/28/2011

**1- Project Information:**

The propose of this project is to construct a Commercial Vehicle Enforcement Facility (Truck Scale Weigh Station), Install Static Truck Weigh Scale and Weigh-In-Motion (WIM) system on the NB Route 405 Adjacent to Del Amo Boulevard OC, in the City of Carson. This facilities will be constructed on the site of existing facilities, which was closed in August of 2001.

**2- Public Information:**

a. Media Relations/Public Affairs provided cost estimate for Public Awareness Campaign on 4/20/2011 (no cost)

b. Construction shall notify Caltrans Media Relations/Public Affairs at least one month prior to the start of construction in order to begin the Public Awareness Campaign (PAC).

c. All project road closure information will be made available to the public via the internet at www.lcswebreports.dot.ca.gov/lcswebreports/.

**3- Incident Management:**

Estimate for Construction Zone Enhanced Enforcement Program (COZEEP) was provided by Construction Traffic Advisor on 4/27/2011 for $17,000. COZEEP funding should be included in State Furnished Materials, BEES item No. 066062.

**4-** Freeway lane closures shall conform with Planned Lane Closure Chart(s). Most construction activities will be done outside freeway traffic lanes on the existing closed weigh station site. Freeway lane closures chart(s) will be provided for incidental work and paving at the entry and exit points to and from the weigh station.

**5-** Anticipated start date of construction is October 2013, with duration of approximately 9 months with the cost of $3,500,000

**6-** Abbas Novin conducted field review of the site on 4/20/11.

**7-** Per information provided by Project Engineer, there would be no k-rail placement.

**8-** Any change in scope of work will need a re-evaluation of TMP elements and cost.

PREPARED BY _____ DATE 5/10/2011
Abbas Novin
Transportation Engineer

APPROVAL RECOMMENDED BY _____ DATE 5/10/11
Denis Katayama, Senior
Transportation Engineer

APPROVED BY _____ DATE 5/10/11
John Yang, District Traffic Manager

# Attachment No. 7
# Storm Water Data Report (SWDR)

Dist-County-Route: 07-LA-405
Post Mile Limits: PM 11.7
Project Type: Weigh-in-motion project
Project ID (or EA): 0700021105 (EA: 28850K)
Program Identification: HB4N (201.321)
Phase: ☒ PID
☐ PA/ED
☐ PS&E

Regional Water Quality Control Board(s): Los Angeles (Region 4)

| | | | |
|---|---|---|---|
| 1. | Is the project required to consider incorporating Treatment BMPs? | Yes ☐ | No ☒ |
| 2. | Does the project disturb 5 or more acres of soil? | Yes ☐ | No ☒ |
| 3. | Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes ☐ | No ☒ |
| 4. | Does the project potentially create permanent water quality impacts? | Yes ☐ | No ☒ |
| 5. | Does the project require a notification of ADL reuse | Yes ☐ | No ☒ |

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.

Estimate Construction Start Date: 12/31/2013 Construction Completion Date: 3/27/2014
Separate Dewatering Permit (if yes, permit number) Yes ☐ Permit #_____ No ☒
Erosivity Waiver Yes ☐ Date: _____ No ☒

*This Short Form – Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.*

REGISTERED PROFESSIONAL ENGINEER
SULIASTI SUTANTO
No. C77282
Exp. 6/30/13
CIVIL
STATE OF CALIFORNIA

*[Stamp Required for PS&E only)*

7/20/11

*Suliasti Sutanto, Registered Project Engineer/Landscape Architect* *Date*

*I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:*

7/20/2011

*Shirley Pak, District/Regional SW Coordinator or Designee* *Date*

1. Project Description

- This is a weigh-in-motion project that proposes to rehabilitate the N/B Carson Commercial Vehicle Enforcement Facility. The Carson Commercial Vehicle Enforcement Facility is located about 1.25 miles South of Route 405/110 Separation along Northbound Route 405 (NB-405). It is the only Commercial Inspection Facility serving route 405 within the Los Angeles County.

  The Carson Commercial Vehicle Enforcement Facility was constructed in 1962 as the primary commercial inspection site within the greater Los Angeles harbor region. It was temporarily closed in August 2001 and was destroyed in a major traffic collision. The facilities were last fully operational in the year 2000. Repair/ replacement therefore necessary in order to ensure the facility would be operational again.

  Associated improvements include construct a new pre-fabricated Commercial Vehicle Inspection Booth, install a new static truck weigh scale, install Digital Signs, procure Adaptable Radiation Area Monitor (ARAM), install Weigh-in-motion (WIM) system, install Digital Video Traffic/ Security Monitor System, replace concrete pavement for facility access road and weighing scale lane, remove asphalt parking lot and replace with concrete, signing and striping, and remove existing inspection trailer. Thus, the project does not have the potential to create water quality impacts.

  The total cost of this project is estimated at $ 3,464,000.

- Most of the work to include replacement of Portland Cement Concrete (PCC) slabs and cold planning of asphalt surfaces in the parking area. The project also proposes to construct a new 36' x 36' pre-fabricated Commercial Vehicle Inspection Booth. The total Disturbed Soil Area (DSA) is 0.62 acres (0.25 hectares) due to replacement of Portland Cement Concrete (PCC) slabs (0.52 acres) and excavation for foundation/ footing of new proposed pre-fabricated building (0.10 acres).
- The project limit is within Los Angeles County MS 4 area.
- There will be 0.10 acres new impervious surface after the project is completed due to the foundation/ footing of new proposed pre-fabricated building.
- No aerially deposited lead (ADL) soil is expected to be reused within the project limit.
- The Los Angeles Regional Water Quality Control Board (RWQCB) has the jurisdiction within the project limits.
- There are no discharges of dredged or fill material into navigable waters or a channel within the project limits, therefore 401 certification is not required.
- There are no drinking water reservoirs and/or recharge facilities within the project limits.
- There are no seasonal construction restrictions.
- The Dominguez Channel Estuary (unlined portion below Vermont Ave) in HSA 411.01 is the nearest receiving water body which is on a 303(d) list. The Pollutants concerns are: Ammonia, Benthic Community Effects, Benzo(a)pyrene (PAHs), Benzo(a)anthracene, Chlordane (tissue), Chrysene (C1-C4), Coliform Bacteria, DDT (tissue & sediment), Dieldrin (tissue), Lead (tissue), PCBs (polychlorinated biphenyls), Phenanthrene, Pyrene, and Zinc (sediment).
- The project limits are in the Dominguez Channel Watershed. There is no TMDL at this time.

DATE: 05/23/2011

Project ID (or EA): 0700021105 (EA: 28850K)

| NO. | CRITERIA | YES ✓ | NO ✓ | SUPPLEMENTAL INFORMATION FOR EVALUATION |
|---|---|---|---|---|
| 1. | Begin Project Evaluation regarding requirement for consideration of Treatment BMPs | ✓ | | See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2 |
| 2. | Is this an emergency project? | | ✓ | If Yes, go to 10.<br>If No, continue to 3. |
| 3. | Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document. | ✓ | | If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4.<br>S.P. *(Dist./Reg. SW Coordinator initials)*<br>If No, continue to 4. |
| 4. | Is the project located within an area of a local MS4 Permittee? | ✓ | | If Yes. *(Los Angeles County)*, go to 5.<br>If No, document in SWDR go to 5. |
| 5. | Is the project directly or indirectly discharging to surface waters? | ✓ | | If Yes, continue to 6.<br>If No, go to 10. |
| 6. | Is it a new facility or major reconstruction? | | ✓ | If Yes, continue to 8.<br>If No, go to 7. |
| 7. | Will there be a change in line/grade or hydraulic capacity? | ✓ | | If Yes, continue to 8.<br>If No, go to 10. |
| 8. | Does the project result in a net increase of one acre or more of new impervious surface? | | ✓ | If Yes, continue to 9.<br>If No, go to 10.<br>*0.10 acres (Net Increase New Impervious Surface)* |
| 9. | Project is required to consider approved Treatment BMPs. | | | See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E. |
| 10. | Project is not required to consider Treatment BMPs.<br>S.P. *(Dist./Reg. Design SW Coord. Initials)*<br>*(Project Engineer Initials)*<br>5/23/11 *(Date)* | ✓ | | Document for Project Files by completing this form, and attaching it to the SWDR. |

1 See *Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs*

# Attachment No. 8
# Preliminary Environmental Analysis Report (PEAR)

# PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

*1. Project Information*

| District | County | Route | PM | EA |
|---|---|---|---|---|
| 07 | LA | 405 | 11.7/11.9 | 28850K |
| **Project Title** Commercial Vehicle Enforcement/Truck Weigh Station Rehabilitation | | | | |
| **Project Manager** Hany Messiha | | | **Phone #** 213.897.2420 | |
| **Project Engineer** Mohammed Chowdhury | | | **Phone #** 213.897.0730 | |
| **Environmental Chief/Manager** Eduardo Aguilar, Branch Chief | | | **Phone #** 213.897.8492 | |
| **Environmental Planner/PEAR Preparer** Anthony R. Baquiran, AEP | | | **Phone #** 213.897.0674 | |

*2. Project Description*

Purpose and Need

The California Highway Patrol (CHP), Carson Commercial Vehicle Enforcement Facility on the Northbound side of Interstate 405 is currently not operating at full capacity. The truck weigh scale—the key enforcement component of this facility—has been temporarily closed since August 2001 as it was destroyed in a major traffic collision, but the facility, as a whole, continues to be used minimally for minor CHP operations. Rehabilitation is necessary to ensure full operation of the facility in order to meet present safety challenges.

In general, the proposed improvements and upgrading for the Northbound Carson Commercial Vehicle Enforcement facility will restore full operation to the facility. The proposed rehabilitation and upgrade would also increase the efficiency of the vehicle inspection facility, and provide a proper workplace for on-duty CHP personnel.

Description of work

Caltrans proposes to rehabilitate the commercial vehicle enforcement facility (truck scale weigh station) on northbound Interstate 405, adjacent to the Del Amo Boulevard Overcrossing, at Post Mile 11.7/11.9, in the City of Carson, Los Angeles County. The scope of work includes the construction of a new 36'X36' Commercial Vehicle Inspection Booth, installation of a new static truck weigh scale, installation of digital signage, procurement of an Adaptable Radiation Area Monitor (ARAM), installation of a Weigh-In-Motion (WIM) system, installation of a digital video traffic/security monitoring system, replacement of concrete pavement on the facility access road and weigh scale lane, removal of existing asphalt parking lot and replacement with concrete, signing and striping, and removal of the existing inspection trailer.

All work will be completely within the prism of the pavement and within existing Caltrans right-of-way. No work is anticipated within the bed and/or bank of any water course or drainage. No tree removal is anticipated, though removal of grass and existing vegetation will be required for the construction of the new prefabricated commercial vehicle inspection booth. There will be limited excavation for placing the foundation of the prefabricated commercial vehicle inspection booth. No closures of Interstate 405 will be required during construction.

Alternatives

Only the Build Alternative (as previously outlined) and the No-Build Alternative have been proposed as this is a simple rehabilitation strategy/project.

*3. Anticipated Environmental Approval*

*Check the anticipated environmental determination or document for the proposed project in the table below.*

| CEQA | | NEPA | |
|---|---|---|---|
| Environmental Determination | | | |
| Statutory Exemption | ☐ | | |
| Categorical Exemption | ☒ | Categorical Exclusion | ☒ |
| Environmental Document | | | |
| Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND | ☐ | Routine Environmental Assessment with proposed Finding of No Significant Impact<br><br>Complex Environmental Assessment with proposed Finding of No Significant Impact | ☐<br><br>☐ |
| Environmental Impact Report | ☐ | Environmental Impact Statement | ☐ |
| CEQA Lead Agency (if determined): | | Caltrans | |
| Estimated length of time (months) to obtain environmental approval: | | 1-2 mo. | |

*4. Special Environmental Considerations*

Only the Build Alternative (as previously outlined) and the No-Build Alternative have been proposed as this is a simple rehabilitation strategy/project. For the Build Alternative seasonal constraints will apply, but **only if tree removal is required.** It is recommended that the activities that could disturb nesting birds, such as clearing and grubbing or those with high noise volumes, be scheduled outside of the nesting season (February 15 to September 1). If such scheduling is unavoidable and this project is scheduled to occur during the nesting season, a nesting bird survey is required one week prior to the start of construction to confirm the absence of nesting birds in the project study area.

The proposed project will require more extensive Air Quality analyses beyond the typical CE/CE project. The facility has not been in operation since 2001, and while truck volumes along this route are not expected to increase, there are concerns about truck queuing, idling, and the associated increase in emissions in the project study area, particularly PM and CO. Detailed traffic data will need to be obtained in order to demonstrate and fully evaluate air impacts from and caused by this facility.

*5. Anticipated Environmental Commitments*

The proposed project is in very close proximity to the Dominquez Channel, therefore the proper storm water/water quality BMPs should be implemented during construction to prevent any runoff. A Preliminary Hazardous Waste Assessment (5/24/2011) indicates that a Lead Compliance Plan will need to be implemented because of potential hazardous waste in the removal of existing yellow/white traffic striping and pavement markings and aerially deposited lead in excavation. A Phase II Site Investigation Work Plan will also be required for asbestos and lead based paint in building demolition work. Additionally, there are several landfills that operated in the 1950s and 1960s that are located in close proximity to the proposed project site. The potential exists for encountering material associated with historical landfilling operations and it is recommended that potholing is performed to verify ground conditions during construction.

*6. Permits and Approvals*

No permits are required, so long as no work is performed within the bed and/or bank of any water course or drainage.

*7. PEAR Technical Summaries*

7.1 **Land Use:** N/A

7.2 **Growth:** N/A

7.3 **Farmlands/Timberlands:** N/A

7.4 **Community Impacts:** N/A

7.5 **Visual/Aesthetics:** N/A

7.6 **Cultural Resources:** There is a low possibility that any cultural resource eligible for or listed on either the National Register of Historic Places or the California Register of Historical Resources will be affected by the proposed undertaking.

7.7 **Hydrology and Floodplain:** N/A

7.8 **Water Quality and Storm Water Runoff:** The proposed project is in very close proximity to the Dominquez Channel, therefore the proper storm water/water quality BMPs should be implemented during construction to prevent any runoff.

7.9 **Geology, Soils, Seismic and Topography:** N/A

7.10 **Paleontology:** N/A

7.11 **Hazardous Waste/Materials:** A Preliminary Hazardous Waste Assessment (5/24/2011) indicates that a Lead Compliance Plan will need to be implemented because of potential hazardous waste in the removal of existing yellow/white traffic striping and pavement markings and aerially deposited lead in excavation. A Phase II Site Investigation Work Plan will also be required for asbestos and lead based paint in building demolition work. Additionally, there are several landfills that operated in the 1950s and 1960s that are located in close proximity to the proposed project site. The potential exists for encountering material associated with historical landfilling operations and it is recommended that potholing is performed to verify ground conditions during construction.

7.12 **Air Quality:** The proposed project will require more extensive Air Quality analyses beyond the typical CE/CE project. The facility has not been in full operation since 2001, and while truck volumes along this route are not expected to significantly increase, there are concerns about truck queuing, idling, and the associated increase in emissions in the project study area, particularly PM and CO. Detailed traffic data will need to be obtained in order to demonstrate and fully evaluate air impacts from and caused by this facility.

7.13 **Noise and Vibration:** N/A

7.14 **Energy and Climate Change:** N/A

7.15 **Biological Environment:** For the Build Alternative seasonal constraints will apply, but **only if tree removal is required.** It is recommended that the activities that could disturb nesting birds, such as clearing and grubbing or those with high noise volumes, be scheduled outside of the nesting season (February 15 to September 1). If such scheduling is unavoidable and this project is scheduled to occur during the nesting season, a nesting bird survey is required one week prior to the start of construction to confirm the absence of nesting birds in the project study area.

7.16 **Cumulative Impacts:** N/A

*8. Disclaimer*

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

*9. List of Preparers*

| | |
|---|---|
| Cultural Resources specialist: Michelle Morrison, PQS – Lead Archaeological Surveyor | Date: 7/20/2011 |
| Biologist: Newton Wong, AEP (Natural Sciences) for Newton Wong | Date: 7/20/2011 |
| Community Impacts specialist<br>N/A | Date: |
| Noise and Vibration specialist<br>N/A | Date: |
| Air Quality specialist: Andrew Yoon, STE – OEECS, Air Quality Branch | Date: 7/20/11 |
| Paleontology specialist/liaison<br>N/A | Date: |
| Water Quality specialist<br>N/A | Date: |
| Hydrology and Floodplain specialist<br>N/A | Date: |
| Hazardous Waste/Materials specialist: Steve Chan, STE – OEECS Haz. Waste Coordinator | Date: 7/20/2011 |
| Visual/Aesthetics specialist<br>N/A | Date: |
| Energy and Climate Change specialist<br>N/A | Date: |
| Other: | Date: |
| PEAR Preparer: Anthony R. Baquiran, AEP | Date: 7/20/2011 |

*10. Review and Approval*

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Environmental Branch Chief — Date: 7/20/11

Project Manager — Date: 7/20/11